



Transportation 2040



Report Back on Local Transit Improvements | May 29, 2013



ECONOMY

Support a thriving economy while increasing affordability



PEOPLE

Healthy citizens in a safe, accessible, and vibrant city





















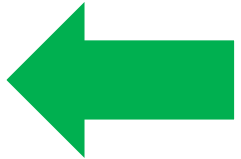
ENVIRONMENT

City that enhances its natural environment for its people and the planet

- Progress on Planning for Broadway Subway
- False Creek Bridges
- **Local Transit Improvements**
- Walking and Cycling Safety
- Public Spaces
- Closed Crosswalks
- Open Data

Transportation 2040 Implementation

Rapid Transit on Broadway			
False Creek Bridges Infrastructure Rehab and People Movement			
Local Transit Improvements			
Walking and Cycling Safety			
Public Plazas			
Active Transportation Corridors			
Enablers/ Monitoring	Open Data	Annual Traffic Counts	Transportation Panel Travel Survey

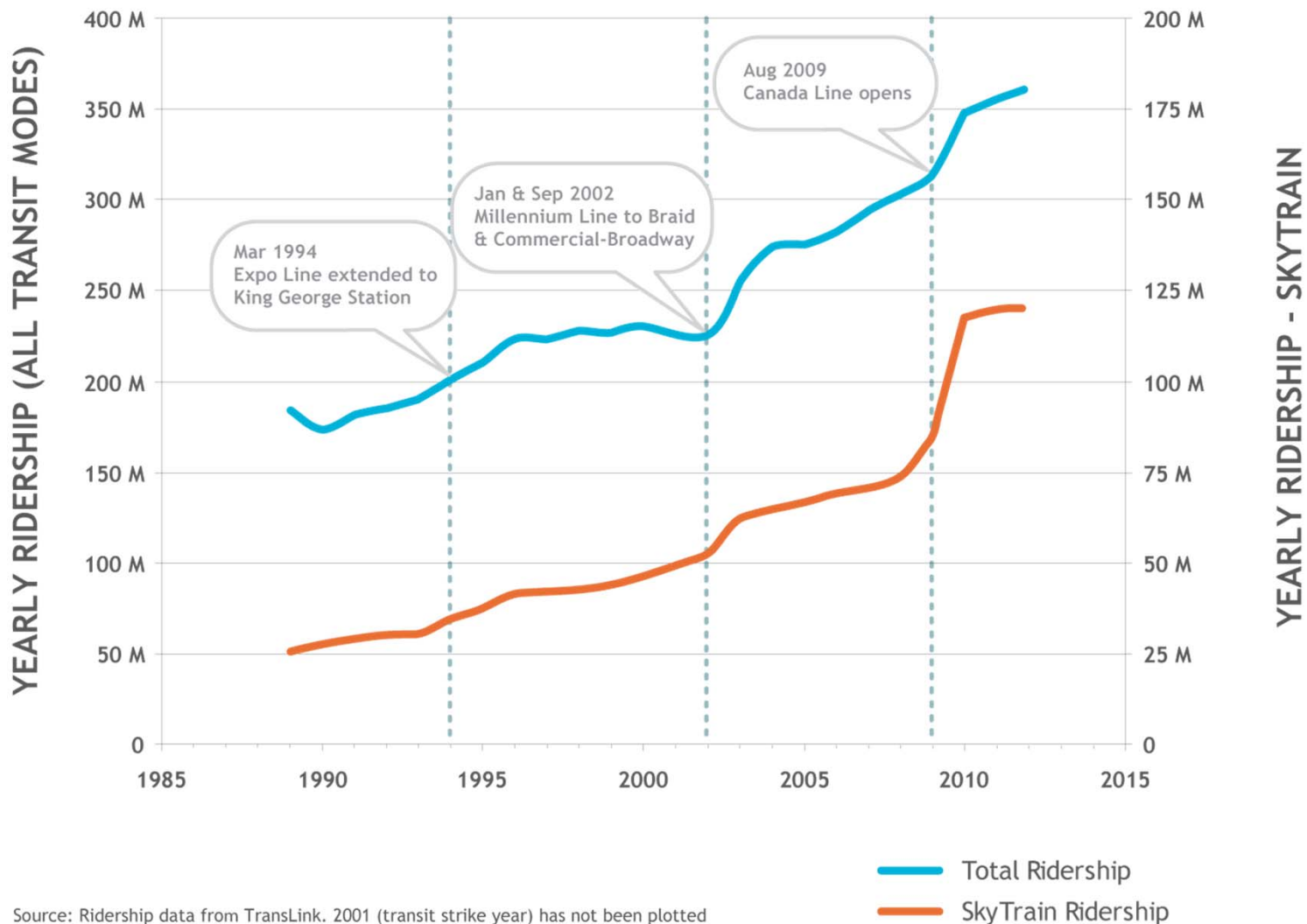


Local Transit Improvements Report Back Topics

- Local Transit Improvements
 1. Downtown Local Bus Service Review
 2. Extend bus lane operations on Georgia Street
 3. Bus stop accessibility
 4. West 10th Avenue Lane Reallocation
- Update on Stanley Park Causeway
- Taxis in Bus Lanes

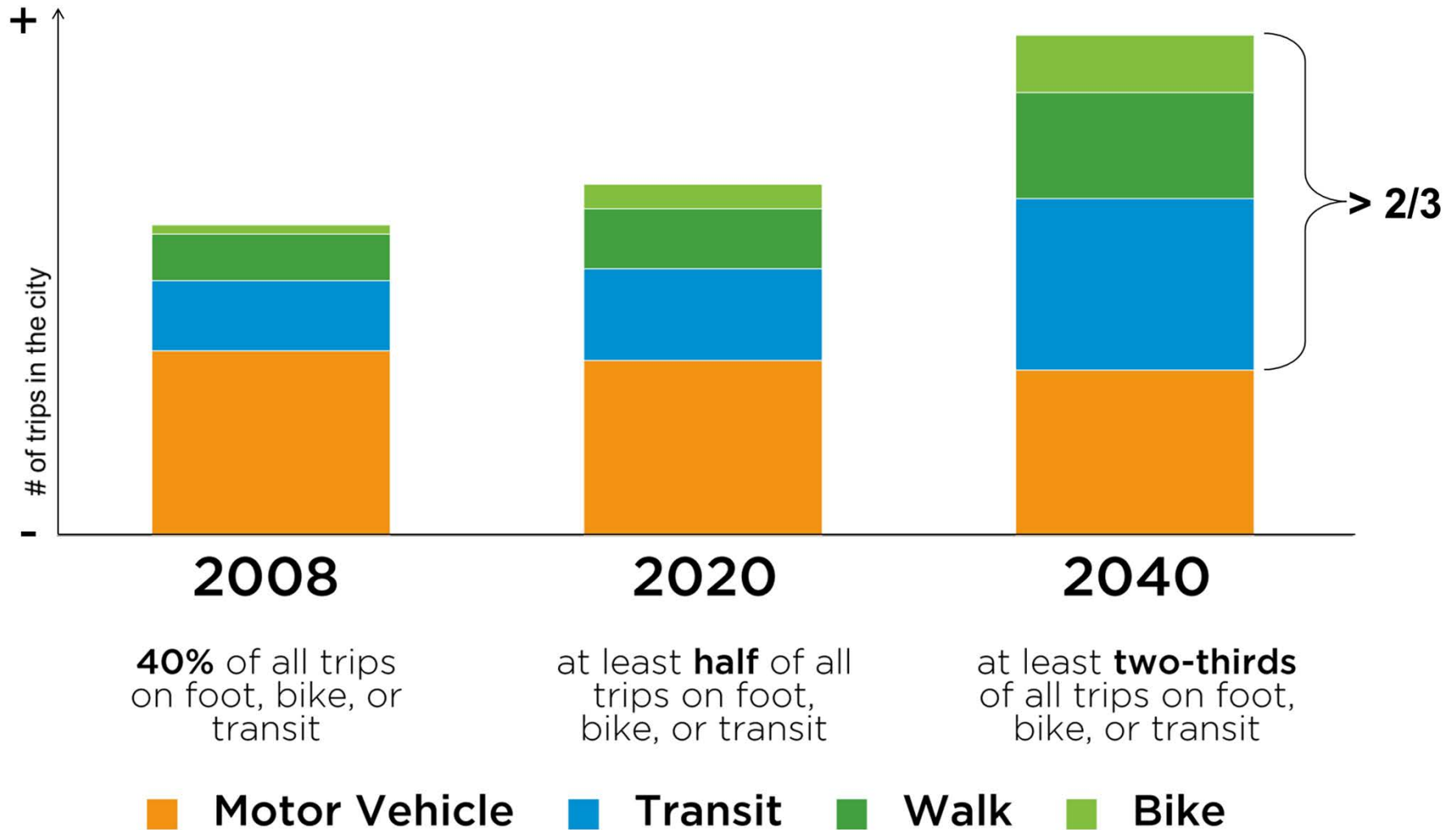
Unprecedented Transit Growth

TRANSLINK YEARLY RIDERSHIP 1989 - 2012



Source: Ridership data from TransLink. 2001 (transit strike year) has not been plotted

Targets to Move More People



For all trips originating in the City of Vancouver.
 Source: 1994, 1999, 2004, and 2008 TransLink Trip Diary Surveys. 1994, 1999, and 2008 data was collected in the Fall, while 2004 data was collected in the Spring and adjusted for seasonal transit variation. 2008 data corrected for removal of 0-4 age group (non included in past survey results). Trips by commercial drivers (couriers, taxis, trucks, and bus drivers) not included.

Local Transit Improvements

Roles & Responsibilities



- Responsible for the design and construction of the entire City road network, which TransLink uses to operate bus service.
 - Requires high strength pavement for heavy bus loading.
- City is also responsible for the maintenance of the roads, which includes:
 - Street resurfacing
 - Bus stops (including shelters, passenger landing areas, benches)
 - Concrete bus slabs to reduce pavement damage.
 - Street regulations (e.g. turn restrictions and no-stopping restrictions)
 - Traffic Signals
 - Bus priority signals, where applicable

Roles & Responsibilities



- Sets transit routes and schedules in collaboration with its partners, including the City of Vancouver.
 - Determines service hours, bus type/size, boarding operations, and fare structures.
- Maintenance and installation of trolley overhead.
- Installation of bus stop signage.
- Design and maintenance of bus terminuses.

1. Downtown Local Bus Service Review (DSR)

- Existing transit network is based on historic land use and transit patterns and doesn't respond to recent and proposed changes in the downtown:
 - Canada Line stations,
 - 800 Robson closure,
 - Vancouver Art Gallery proposal
- Need an integrated review of the local bus network in current downtown context



1. Downtown Local Bus Service Review (DSR)

2005 Vancouver/UBC Area Transit Plan complete

2005 – 2013 Significant change and ongoing planning in the Downtown Core

Apr 2013 Review begins

Jun 2013 Consultation begins (with Community Plans)

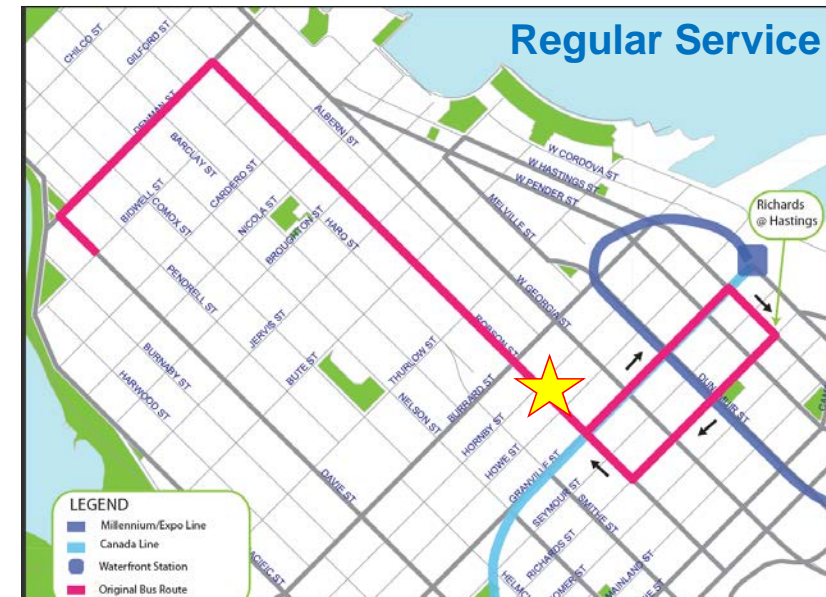
Dec 2013 Completion

2014+ Implementation as resources become available



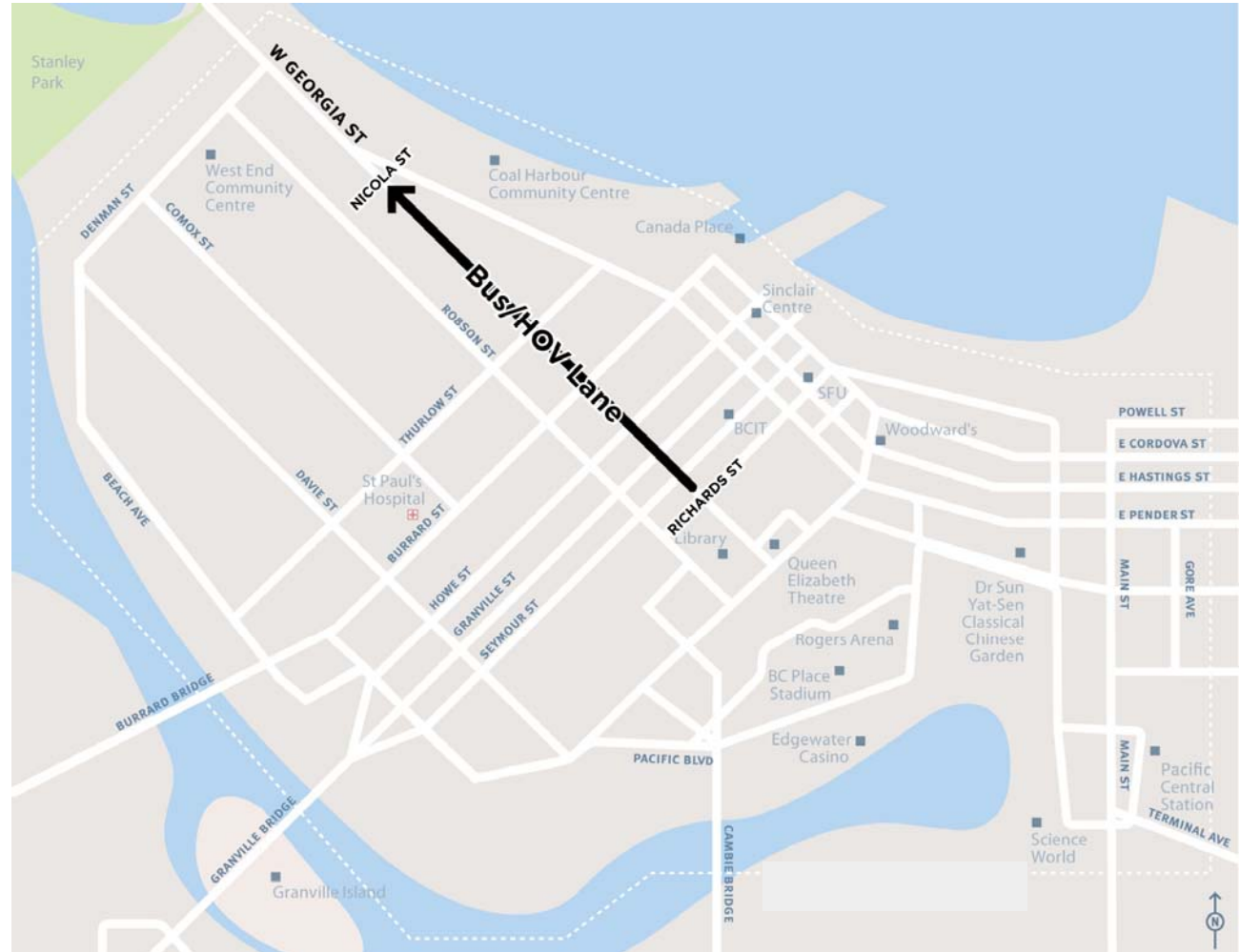
800 Robson Street

- December 2012: Report and presentation to Council
- Currently finalizing 2013 and 2014 Summertime Closures
 - 2013:
 - June 22 – September 2
 - Buses will be re-routed using same route as last year.
- Continuing to work with key stakeholders
- VIVA memo to Council June 2013



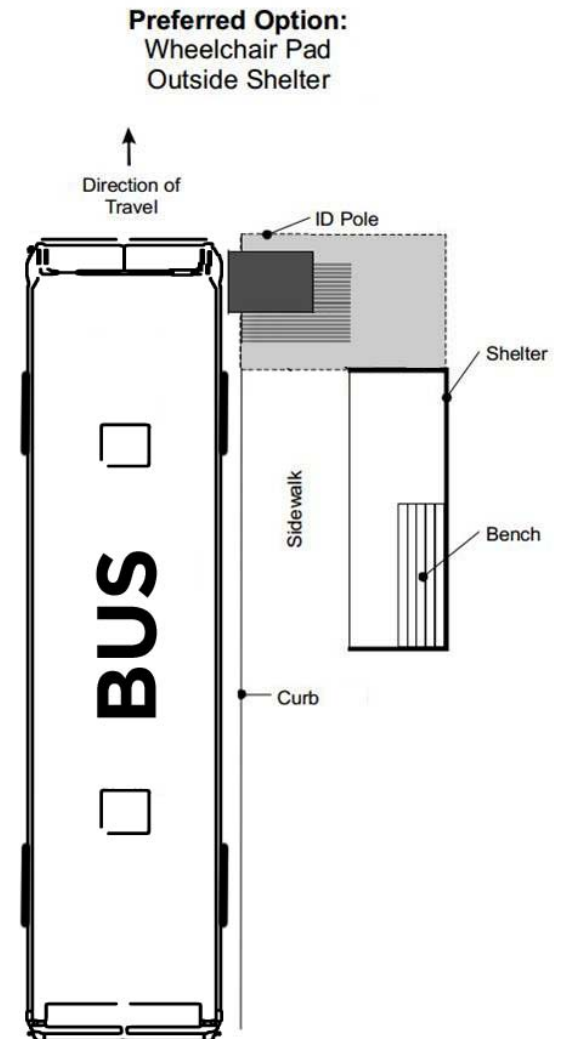
2. Extend Bus Lane Operations on Georgia Street

- Delays on weekends for buses and taxis travelling to the North Shore impacts tourism & the economy
- To address high congestion periods, extend Bus/HOV lane operations to include Saturdays and Sundays



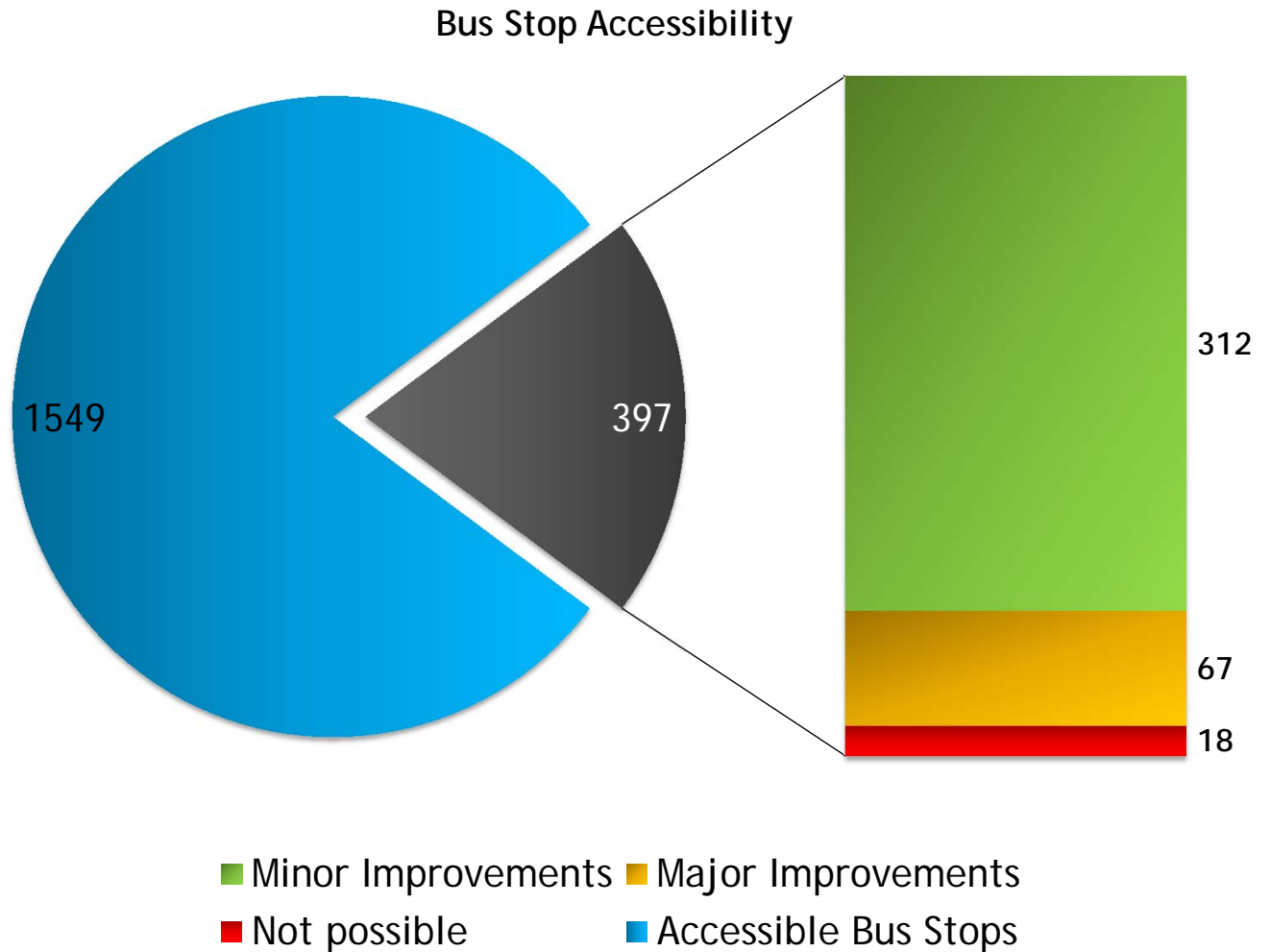
3. Bus Stop Accessibility

- **What makes a bus stop accessible?**
 - Identification as an accessible stop for operators and passengers
 - Adequate hard surface area to lower bus ramp and maneuver wheelchair on and off of bus
 - Acceptable street slope for safe passenger loading and unloading
 - Proper connections to adjacent street network (i.e. accessible sidewalks and curb ramps)



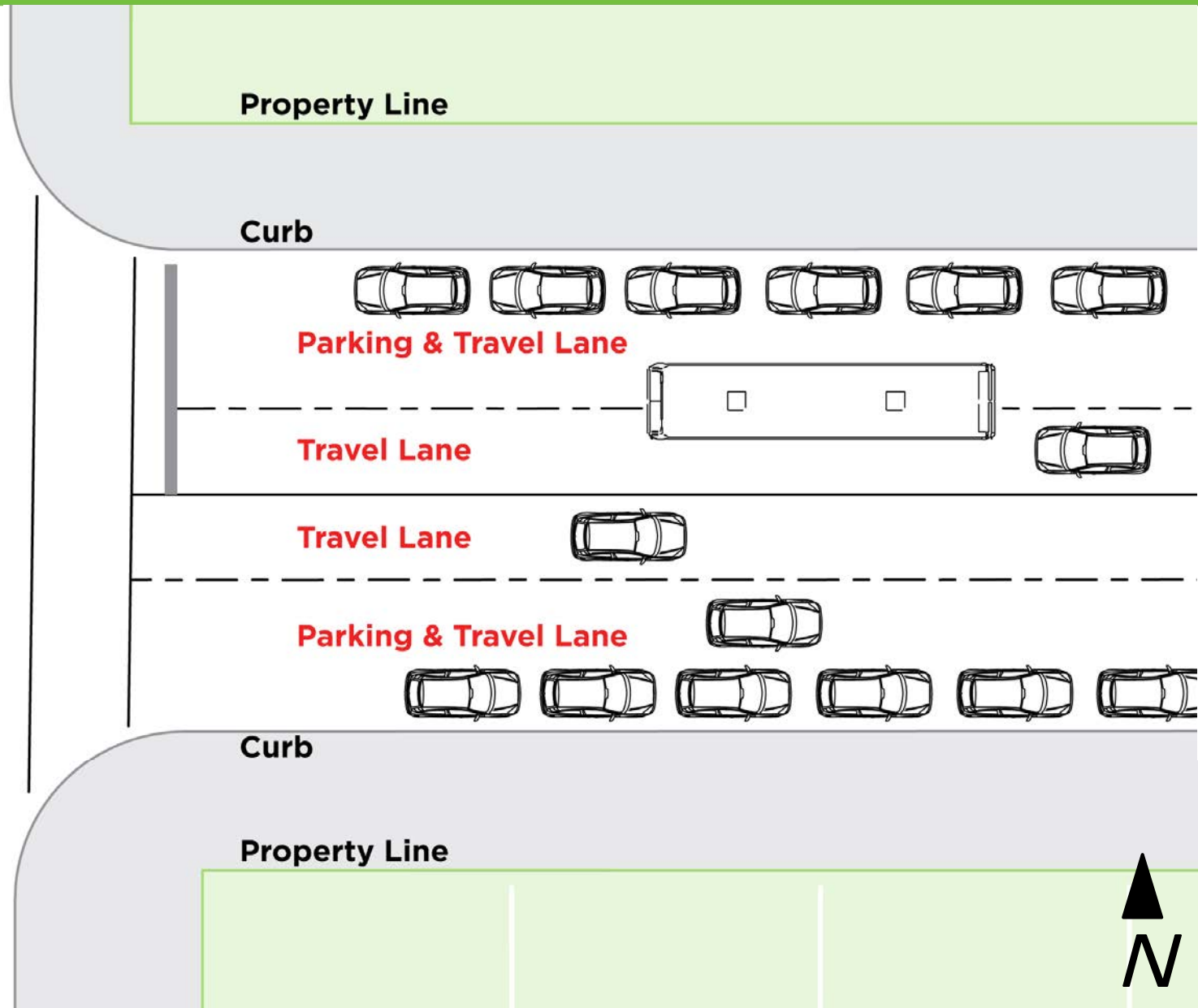
3. Bus Stop Accessibility

- 1,946 bus stops city-wide
- 1,549 stops are designated as accessible (~80%)
- The regional average, not including Vancouver is 62%
- Over the next 2-3 years the City will aim to complete all 312 stops that require 'minor improvements'
- City will continue to leverage future upgrades through redevelopment and cost sharing opportunities with TransLink



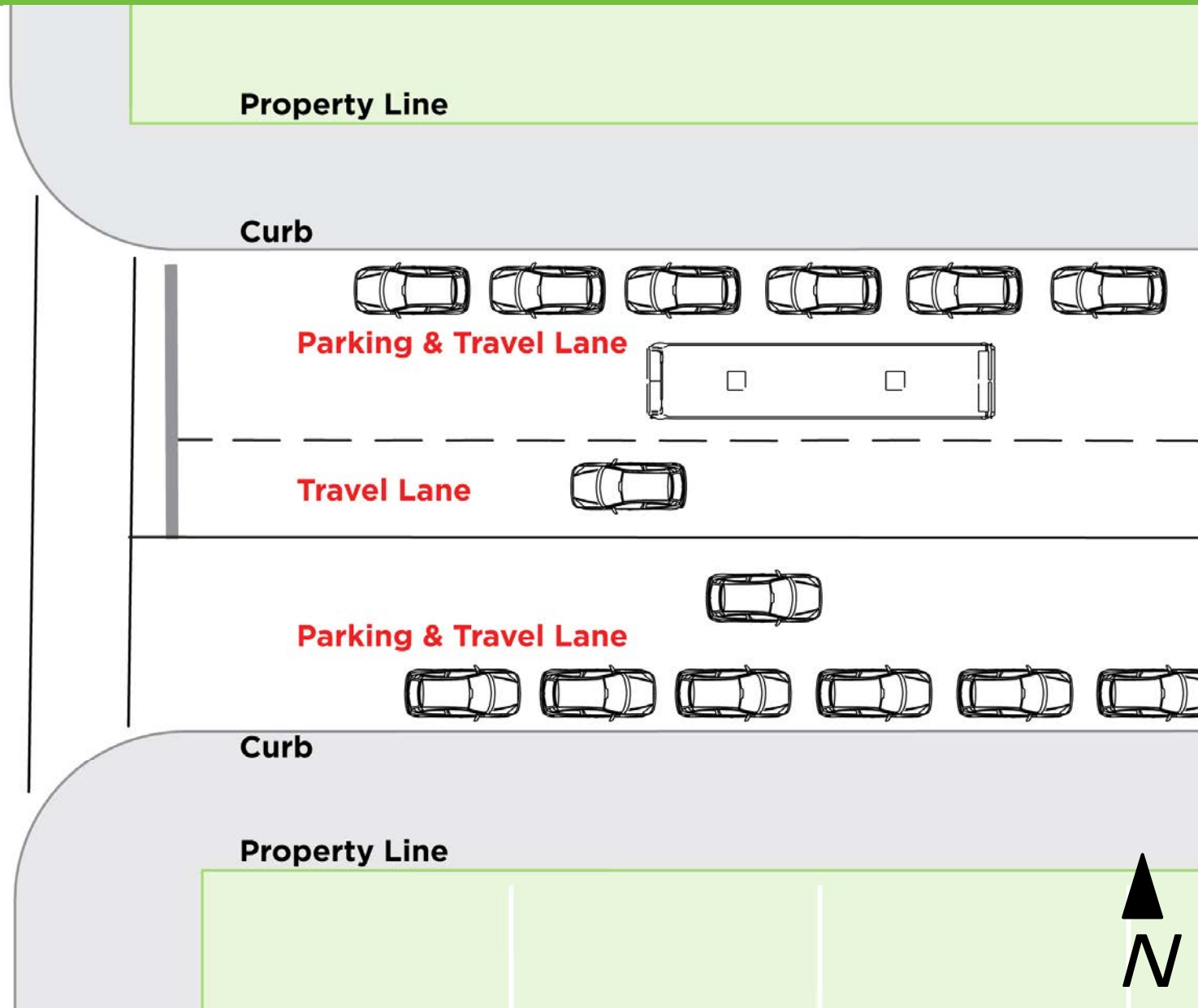
4. 10th Avenue Lane Reallocation Existing Condition

- Lane widths on 10th Avenue west of Alma are substandard for buses
- The steep climb westbound results in slow moving B-line buses
- Westbound buses straddle the travel lanes and vehicles passing slow moving westbound buses creates a significant safety issue



4. 10th Avenue Lane Reallocation Proposed

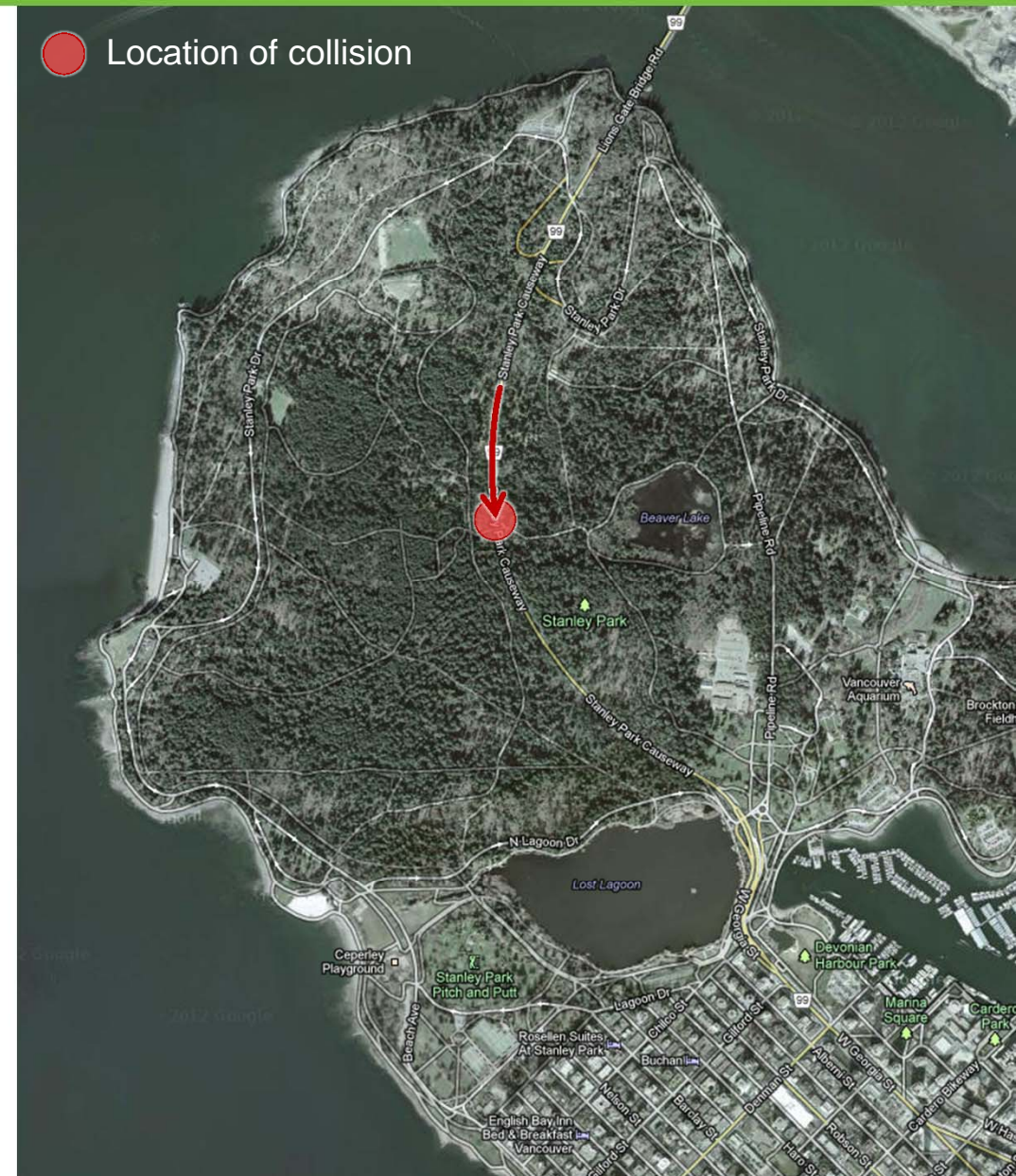
- Reconfigure street from 4 to 3 travel lanes to provide safe widths for buses
- A notification letter was sent out to the neighbourhood - some concerns with respect to parallel parking, however this is change is similar to many other streets throughout the city
- Extra width will improve conditions for cyclists



Stanley Park Causeway

Update on Stanley Park Causeway

- This portion of roadway is under the jurisdiction of the Ministry of Transportation and Infrastructure.
- The City will work with the Ministry to determine the best ways to enhance pedestrian and cyclist safety on the causeway.
- Provide assistance on the design and review of any modifications.
- The Lions Gate Bridge and Stanley Park Causeway were first completed in 1938.
- In 2002, the bridge underwent a major upgrade project that included the construction of more pedestrian and bicycle friendly sidewalks



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Stanley Park Causeway
looking South

Taxis in Bus Lanes

Taxis in Bus Lanes

- On March 1, 2012, The City of Vancouver launched a one-year pilot project that allowed taxis to travel, but not stop, in bus lanes.
- Developed a strong working relationship and forum for dialogue between the Vancouver Taxi Association, City of Vancouver, TransLink, and Coast Mountain Bus Company.
- Vancouver Taxi Association imposed an escalating penalty structure to their drivers for observed violations by way of driver suspensions, and broadcasted issued suspensions to all taxi drivers over their in-vehicle messaging system.
- Data collected during the trial showed a travel times savings for taxis of **12%** during AM peak period and **17%** during PM peak period.
- During the trial there was no significant impact to transit.



RECOMMENDATION

- A. THAT, pursuant to section 124.2 (1) of the Motor Vehicle Act, Council expressly permit taxis to travel but not stop in bus lanes.

- B. THAT, pursuant to Section 124.2 (2), the Mayor write to the Minister of Transportation and Infrastructure, requesting approval to permit taxis to travel but not stop in that portion of the bus lanes that are within 800m of an arterial highway.

